SUBJECTS.

rules to make them more easily workable, he replied that the only proposal he had to bring forward was to *abolish* the ferry charges as a whole and not to amend the rules. In conclusion, he prayed that, if the Government could not remit the ferry charges altogether, some other cess or new method of taxation less oppressive might be devised to make up for the loss caused by the abandoning of the ferry charges, as that would fall only on the rich who could afford to pay and would set free the really poor from the burden.

The Member then presented a memorial signed by 60 Members of the Assembly containing the same prayer.

Dewan's reply.—Noted.

78. The need for more roads in the Thiruvalla taluk.

Mr. K. Govinda Pillai (Member, Thiruvalla taluk) said that cartable roads were practically non-existent in the eastern *pakuthies* of the Thiruvalla taluk and prayed that orders be issued for the early construction of the Poovanakadavu—Cherukolpuzha Road and the Kaviyur—Kozhencherry Road, which were already sanctioned by the Government. He next requested that a road from Gnaliyal in Kaviyur to the Manimala Range office through Poovanakadavu in Mallappalli or from Piramattathu market in Kallupara to Manimala be ordered to be constructed. He also said that the existing means of communication were the old foot-paths in the villages. The prevalence of danger from snake-bite rendered the periodical clearing of them essential for human protection. Encroachments on them were also common. He therefore requested that imperative orders be issued for preventing the encroachments and for making the clearing and maintenance of the paths obligatory on the owners of the adjoining compounds.

Dewan's reply.—Noted.

79. The need for improving the Murinjapuzha Canal.

Mr. P. Joseph Panapallil (Member, T. I. C., Alleppey) said that the Wadai Canal on the north and the Commercial Canal on the south were now connected by two cross canals, one at Chungam on the east and the other near the beach at the triple bridge on the west. Another cross canal at the middle was very desirable. All cargo boats plying between Alleppey and the northern taluks now used the Chungam cross canal with the result that there was congestion of boat traffic in that as well as in the Commercial Canal. A cross canal in the middle would have diverted a large portion of the traffic along the Wadai Canal. The proposed Murinjapuzha Canal was half way between Chungam and the triple bridge. The present canal required widening and deepening here and there for the passage of cargo boats. There was at present a bridge over the canal where it entered the Commercial Canal. A similar one would have to be constructed where it entered the Wadai Canal also. He said that a road also on either side of the canal would have to be laid out as was the case at the western crossing and as had been proposed at the Chungam crossing. The flow of water from or to the canal would also facilitate the washing away of silt etc., of the Commercial Canal. He therefore requested that early action might be taken in the matter.

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